

## EXTENSIONS OF REMARKS

### PUTTING THE GULF OF MEXICO BACK TO WORK ACT

SPEECH OF

**HON. GENE GREEN**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 10, 2011*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1229) to amend the Outer Continental Shelf Lands Act to facilitate the safe and timely production of American energy resources from the Gulf of Mexico:

Mr. GENE GREEN of Texas. Mr. Chair, I rise today in support of H.R. 1229.

H.R. 1229 is important because while the moratoria on shallow water drilling and deep water drilling were lifted on May 28, 2010 and October 12, 2010 respectively, since that time, BOEM has only issued 51 permits for new shallow water wells and only a handful of permits for deepwater activities that were subject to the moratorium. This is in comparison to an average of 10 permits issued per week pre-spill.

While I support the safety requirements that the Department of the Interior has put into place since the Macondo Spill, I continue to hear from companies that the BOEM is rejecting drilling applications without providing adequate guidance as to what is needed to get the application approved. This is getting us nowhere. We need this production.

America's offshore, primarily the Gulf of Mexico, supplies 30% of American oil and 10% of American natural gas. Yet, a recent study done by Wood Mackenzie concluded that nearly one third of American deepwater production would become uneconomic if the Department of the Interior increases the time spent reviewing and permitting drilling permit applications. Based on these figures, some estimate as many as 125,000 jobs could be lost in 2015.

That is why I support H.R. 1229 and why it is desperately needed. I encourage my colleagues to support this bill.

### HONORING ANNE FULTON

**HON. CORY GARDNER**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 11, 2011*

Mr. GARDNER. Mr. Speaker, I rise today to honor Anne Fulton from Greeley, Colorado.

Anne's story reminds us that out of tragedy, opportunity is born. One August 16, 2003, Anne lost her 19-year-old son Judd Fulton in a fatal automobile accident. Judd was an exemplary student and athlete. He was a graduate of the inaugural class at Northridge High School in Greeley in 2003. Not only did Judd excel in the classroom, he was a phenomenal student athlete. It was his skill on the football field that earned him a scholarship to Black

Hills State University in Spearfish, South Dakota. Judd was returning to the University from his home in Colorado at the time of the accident.

Out of this horrible tragedy Anne Fulton, Judd's mother, saw opportunity. In 2005, Anne started a Memorial Scholarship Fund in her son's name. The Judd Kazuto Fulton Memorial Scholarship is a dedicated scholarship fund for Northridge High School students and Black Hills State University football players.

Every year, Anne holds a fundraiser for the scholarship by holding a Golf Tournament in Eaton, Colorado. This tournament happens every May and raises money and increases awareness for this memorial scholarship. Anne describes her son as unassuming, dedicated, hard working team player, with a willingness to do whatever it took to get the job done. Students who receive this scholarship exemplify the same characteristics.

It is my honor to remember Judd Fulton today, and to recognize Anne Fulton for her never-ending dedication, hard work, and for improving the lives of students in Greeley, Colorado. She has provided many with opportunities they could have only dreamed about. Thanks to Anne's generosity and tireless effort, the dream of these students has become reality.

### INTRODUCTION OF THE COMMUTER RELIEF ACT

**HON. EARL BLUMENAUER**

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 11, 2011*

Mr. BLUMENAUER. Mr. Speaker, today I am proud to introduce the Commuter Relief Act, legislation that will expand the popular transit benefits program to provide commuters with options to avoid high gas prices, make it easier for companies to provide transportation benefits for all employees, and spur public-private partnerships for commuting purposes.

Americans have made it clear that they want transportation options. In a recent study by the Pew Charitable Trusts, 52 percent of Americans support increased funding for bike, pedestrian and public transportation programs. On average, transportation costs are now Americans' second largest expense after housing. As gas prices increase, many Americans are already changing their daily behaviors to decrease fuel costs: taking fewer trips, keeping their cars tuned, even trading in their gas guzzlers for more fuel-efficient models. As we search for solutions to our congested roadways, increasing gas costs and expanding waistlines, it's time for the federal government to become more aggressive in helping to provide choices.

For too long, the federal government has supported commuters who drove to work, but has not helped those who use other methods of transportation. Through the incentives in this bill, the federal government can support

consumers who wish to use environmentally friendly, active transportation modes that save them money in the long run, such as public transit, carpooling, biking, walking and telecommuting. This not only makes environmental and public health sense, it makes economic sense: at \$4 a gallon gasoline, American families can save \$5.6 billion each year on gasoline costs by using transit. Bicycle commuters annually save an average of \$1,825 in auto-related costs, conserve 145 gallons of gasoline, and avoid 50 hours of gridlock traffic.

The Commuter Relief Act will provide consumers with commuting choices, and make it easier for companies to implement commuting programs that benefit all employees. It ensures that the federal government is a better partner as we work to provide Americans with transportation choices, reduce congestion and decrease our dependence on foreign oil.

I hope my colleagues will join me in supporting this legislation to support businesses in their effort to provide choices for commuting employees.

### ELEVATING RELIGIOUS FREEDOM IN U.S. FOREIGN POLICY

**HON. FRANK R. WOLF**

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 11, 2011*

Mr. WOLF. Mr. Speaker, I rise today to bring to the attention of my colleagues legislation I am introducing to amend the International Religious Freedom Act (IRFA), including reauthorizing the U.S. Commission on International Religious Freedom (USCIRF). Religious freedom, often referred to as the first freedom, is of central import to the American experiment. As such it should feature prominently in U.S. foreign policy.

Recognizing that this critical issue and other human rights related issues are often relegated to the sidelines within the State Department, I authored legislation more than ten years ago, in 1998, to establish the International Religious Freedom Office at the State Department, headed by an ambassador at-large, and to create the USCIRF—an independent, bipartisan commission charged with monitoring the status of freedom of religion or belief abroad and providing policy recommendations to the President, Secretary of State, and Congress.

Since the passage of this legislation, religious freedom has been elevated within U.S. foreign policy. But it still does not enjoy the preeminence it deserves. And sadly, a strong U.S. voice on this critical issue has arguably never been more needed.

According to a Pew Research Study released in December 2009, one-third of all nations, containing 70 percent of the world's population, severely restrict religious freedom. We need look no further than the daily newspapers to know that these statistics are not

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